



CEREMONY REPORT

Port of Sale and Sale Navigation

Sale, Victoria
Sunday 15 November 2009

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1 Introduction

The ceremony for the marking of the Port of Sale and Sale Navigation Canal with an ENGINEERING HERITAGE MARKER was conducted at 9 am on 15 November 2009 as a part of the celebrations for the opening of the River Heritage and Wetlands Trail Stage 2. The Sale Swing Bridge marking ceremony was held later the same day.

The ceremony was held near port at the northern end.

Approximately 100 people attended the ceremony.

2 Invitation

The following invitation was used:



INVITATION

The Wellington Shire Council and
Engineers Australia, Victorian Division



ENGINEERS
AUSTRALIA
Victoria Division

to the unveiling of two Engineering Heritage markers

SUNDAY 15 NOVEMBER 2009

at 9.30am and 12.00noon

- **The Port of Sale
and the Sale Navigation Canal**
to mark the recognition of the site as an
Engineering Heritage Marker at 9.30 am
at the Port of Sale, Canal Road, Sale



- **The Sale Swing Bridge**
to mark the recognition of the site as an
Engineering Heritage National Landmark
at 12 Noon at the Sale Swing Bridge, off the
South Gippsland Highway, 5 km south of
Sale



Please RSVP by registering online at

[https://events.engineersaustralia.org.au/ei/getdemo.ei?id=138&s= 7JC0K7T6T](https://events.engineersaustralia.org.au/ei/getdemo.ei?id=138&s=7JC0K7T6T)

or contact Adele Fitzpatrick on 03 9321 1707 or afitzpatrick@engineersaustralia.org.au

DIRECTIONS TO PORT OF SALE: If proceeding from Melbourne on the Princes Highway (A1) take McMillan Street to the right one block before reaching the South Gippsland Highway intersection and take the next right into Canal Road. The ceremony will be held in the open space between Canal Road and the waterfront. Parking will be available just off Canal Road in the Council car park Refer RACV VICROADS, Map 693, Reference O7.

DIRECTIONS TO SALE SWING BRIDGE: From the centre of Sale take the South Gippsland Highway approximately 4 km south and take the sign posted turn to the right to the Swing Bridge. Follow this road to the bridge. The ceremony will be held near the bridge. Refer RACV VICROADS, Map 99, Reference C4. Note that a bus service will be provided from Port of Sale to the Swing Bridge and return starting at 10 am and running every 15 minutes until 3 pm.

3 Address List used for Invitations:

FOR SALE SWING BRIDGE & SALE NAVIGATION CANAL CEREMONIES

This list covers Miscellaneous contacts outside Engineers Australia and the Wellington Shire Council Lists

1 HERITAGE VICTORIA

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10 Melbourne Steam Traction Engine Club

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OWEN PEAKE

4 Program & Running Sheet:

Rotary Club of Sale Inc.



"Service Above Self"

80 YEARS

OF SERVICE TO THE SALE
REGION


1928 – 2008


RIVER HERITAGE AND WETLANDS TRAIL STAGE 2

OFFICIAL OPENING

SUNDAY 15TH NOVEMBER 2009

PROGRAM

TIME	ACTIVITIES		Location / Involvement
Week preceding	Distribution of 20 Question Trivia Sheet (Trail Map on Back) \$500 worth of vouchers Sale Business Association		Businesses in Sale Also available on day from 10.15 am
7.00am - 1.00pm	Sale Variety Market (a regular event in close proximity)		Canal Reserve
8.00 - 9.00	Civic Breakfast		
9.00	Registration for Fun Run Begins		
9.30	Welcome to Country by a descendant of the Brayakukung clan of Gúnnai Kúrnai; their ancestors occupied Gippsland for many hundreds of generations, and many thousand of years.		
9.35 - 10.00		Unveiling of ENGINEERING HERITAGE MARKER denoting Port of Sale and the Sale Navigation Canal as Site of National Engineering Heritage	Port of Sale IE Aust. WSC Rotary Club Sale Talk Peter Synan
10.00	Bus Service to Swing Bridge Starts		
10.15	Swing Bridge Challenge		Port of Sale

	(Runners V Rowers) 5km fun run against Rowers and Paddlers	Wellington Athletics Club Dennis Huffer Philip Davis Starter Gun Drink Stall
11.00 11.30	Swing Bridge Opens	Talks by Madelaine McManus on Engineering Aspects and Peter Synan on the heritage
11.30 11.45	Sale City Band March to Bridge and play a selection Percy Grainger (son of designer) compositions	Drink Stall Hugh Davies Band Leader
12.00 -12.30	 Unveiling of ENGINEERING HERITAGE NATIONAL LANDMARK denoting Swing Bridge as Landmark Site of National Engineering Heritage	Swing Bridge IE Aust. Peter Godfrey Nat Pres WSC Rotary Club Sale Welcome to Country
12.30	Piper leads People to Picnic Area	John Jackson Piper
11.00 -3.00pm	Activities at the 3.5km Picnic Area on Walk BBQ & Drinks Sale City Band Briagalong Bush Band from 11am Young Spirits Dance Group Stratford Singer Also on Trail	Rotary Club of Sale Generator
1.00 - 1.30	Official Opening	WSC Rotary Club Sale Parks Vic John Leslie Welcome to Country
1.30	Entries Close Trivia Quiz	
2.00	Drawing of Trivia Quiz and distribution of prizes	
3.00	Final Bus service back to Port of Sale Swing Bridge opens as per normal Saturday arrangements	

RUNNING SHEET

Port of Sale – 9.30 am – 15 November 2009

Unveiling of Engineering Heritage Marker

- | | |
|---|-----------|
| • Welcome (by Master of Ceremonies) | 2 minutes |
| • Philip Davis, Member for East Gippsland | 4 minutes |
| • EA National President, Peter Godfrey (emphasis on National Program and EA/EHA/EHV role) | 4 minutes |
| • Peter Synan (emphasis on the story of Port of Sale and its significance) | 4 minutes |
| • MC Invites Philip Davis and EA National President to unveil the marker | 2 minutes |
| • Closing (MC) Instructions to next event | 2 minutes |

TOTAL **18 minutes**

5 Speech Notes:

The following speech notes were used at the ceremony:

- Peter Godfrey

SPEECH NOTES - PETER GODFREY - PORT OF SALE

- Cr Darren McCubbin, Major of Wellington Shire Council.
- Mr Philip Davis, Member for East Gippsland

List other dignitaries

- Distinguished guests, fellow members of Engineers Australia, Ladies and Gentlemen.
- The Victorian Engineering Heritage Group of Engineers Australia has been looking for an appropriate opportunity to recognise the heritage significance of this very special group of heritage items, all of which are connected in a most remarkable way:
 - The Port of Sale where we stand
 - The Sale Navigation Canal heading off to the south
 - The Sale Swing Bridge
- The opportunity which has presented itself in today's event - the **Official Opening of the River Heritage and Wetlands Trail Stage 2**.
- I will leave it to **Peter Synan** who will speak to you in a minute about the history of the **Port of Sale** and **The Sale Navigation Canal**.
- I will tell you something of the history of the Swing Bridge when we gather there later in the day.
- What I would like to talk about now is the big picture of engineering heritage and what **Engineers Australia** is doing to try to preserve the nation's **Engineering Heritage**.
- We tend to divide our national heritage up into three groups:
 - The iconic features of the **natural environment** – things like **The Great Barrier Reef** and **Ayers Rock** come to mind
 - **Aboriginal & Torres Strait Cultural Heritage** – the rock paintings of **Ubirr in Kakadu National Park** and the rock carvings on the **Burrup Peninsula in the Pilbara** come to mind
 - The **Built Environment** since European Settlement in 1788 – The **Sydney Harbour Bridge** and the nearby **Opera House** come to mind as national icons.
- The **Built Environment** is further subdivided into two main areas:
 - **Heritage Buildings** – which are primarily architectural artefacts - although we must not forget that all buildings contain engineering features such as foundations and structural elements which hold them together.

- **Engineering Heritage** – which is typified by the roads, bridges, dams, ports, railways, pipelines and the heritage of all the other engineering services we use.
- Engineers Australia's heritage concerns are primarily in the last of these categories **Engineering Heritage**.
- A **Special Interest Group** within **Engineers Australia** called **Engineering Heritage Australia** is charged with the responsibility of running a number of programs to help to document, recognise, protect and publicise our **Engineering Heritage**.
- Ceremonies like this one are a major part of **Engineering Heritage Australia's** task. This is the 140th site to be recognised in this way throughout Australia since 1984.
- Each year six to eight new sites are recognised however there are a very large number of sites still calling for recognition.
- In Victoria alone there is a list of over **130 engineering heritage sites** needing recognition.
- Other programs which **Engineering Heritage Australia** operates include:
 - The recording of oral histories
 - The operation of communications mechanisms in the Engineering Heritage community such as Conferences, Newsletters, an Email Forum, an electronic News Bulletin and a web page.
 - Advocacy is undertaken at all levels in an attempt to protect and restore Engineering Heritage sites in danger.
 - Awards relating to Engineering Heritage such as the **John Monash Medal** for the recognition of **outstanding personal contributions** to Engineering Heritage and the **Colin Crisp Award** for the recognition of **outstanding Engineering Heritage projects**.
 - Active collaboration between **Engineering Heritage Australia** and like-minded organisations in Australia and around the world.
- **Engineering Heritage Australia** takes every available opportunity to reach out to the Australian community to tell good-news stories about our **Engineering Heritage** and to make those stories interesting and accessible to everyone.
- I will now hand over to Peter Synan who will tell you about the **Port of Sale and the Sale Navigation Canal**.
- Thank you.

6 Ceremony Handout:

The Port of Sale

and the Sale Navigation Canal

The Port of Sale and the Sale Navigation Canal provided an innovative solution to the problem of access to Sale. The Canal made it possible for steamers and small sailing ships to make optimum use of the natural waterways for moving people and goods. The Port of Sale was a key element in the trade and communications network linking Gippsland with Melbourne and Sydney from the 1880s to

the early 1900s, contributing substantially to the growth and development of the region within a period of major expansion and development throughout the state.

In the early days there was pressure for support facilities in the area for timber getting, mining and a growing pastoral industry. Later an attempt was made to open a sea transport link to the outside world via the Gippsland Lakes to the Port of Sale at the western extremity of the lake system. There was public pressure to build the Port of Sale and to open up the entrance to the lakes at Lakes Entrance and to replace the fixed bridge at the confluence of the Thompson and Latrobe rivers. The construction of the Sale Swing Bridge, the Port of Sale and the Sale Navigation Canal met these demands.

Once a railway link from Melbourne to Sale was established in 1879 there was competition between shipping and rail transport which further reinforced Sale's status as the transport hub of Gippsland.

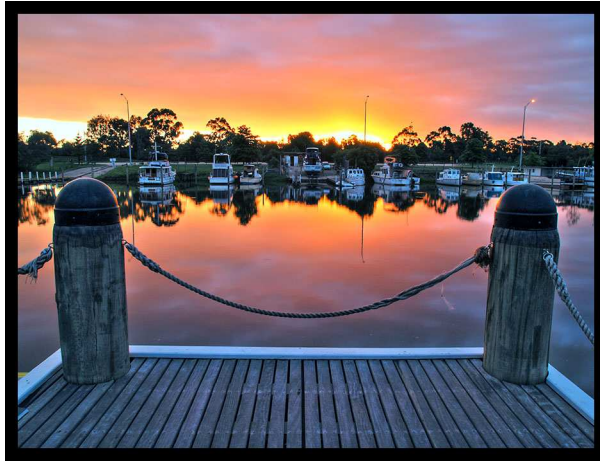
The civil works occurred at a time of significant change in the execution of such works. The transition from manual labour to the use of machinery for major civil construction work was occurring world-wide at the time. It is known that newly-invented horse-drawn scoops called Chesney's Patent Automatic Earth Scoop were employed on the project. A traction engine was also employed.

The works were a very large project at the time of building and the Sale Navigation Canal remains the longest navigation canal in Australia.

The works are still being used for much the same purpose as originally envisaged and the Port of Sale has recently been redeveloped to modern standards with a strong focus on the tourist industry in Sale. The Sale Swing Bridge has been restored and can be opened to allow the passage of craft between Sale and Lake Wellington.

The redevelopment is a good example of sustainable use of old infrastructure.

The Port of Sale and the Sale Navigation Canal should be recognised, protected, conserved and recorded as a fine example of Victorian engineering in the 1880s.



Facts about the Port of Sale and the Sale Navigation Canal

Dates: construction commenced 1886 and completed in 1890

Location: Port: Canal Street, Sale and Punt Lane city-centre. Canal: from the Port to the Sale Swing Bridge.

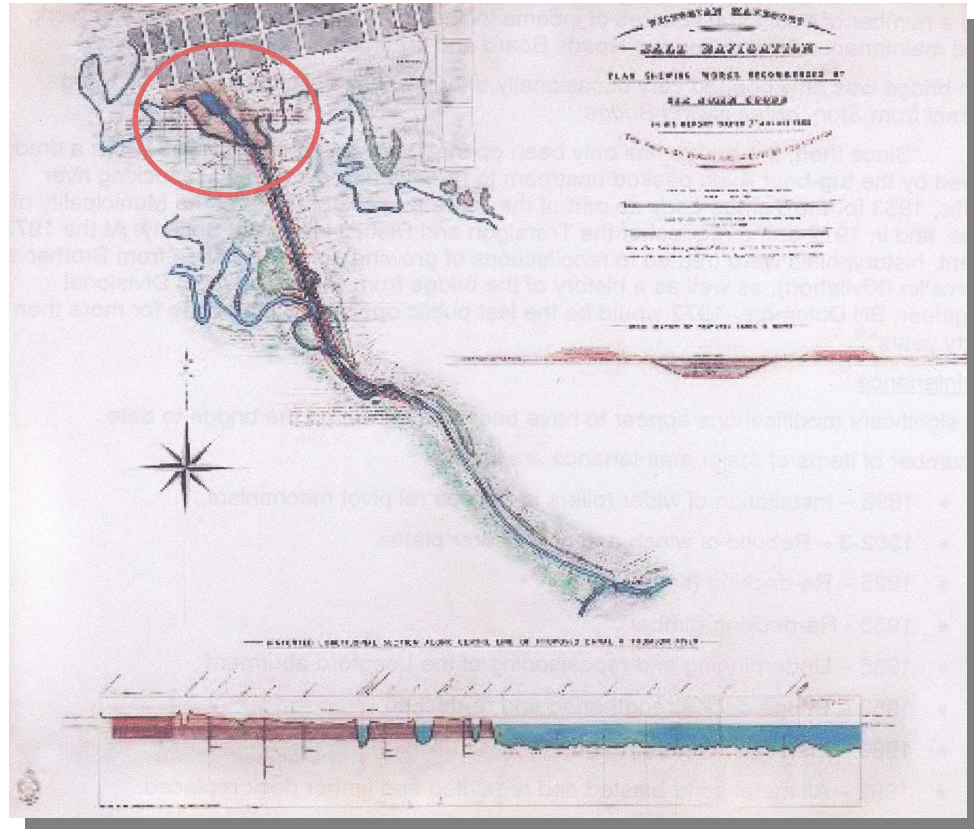
Owner: Wellington Shire Council.

Designer: Public Works Department Victoria, review by Sir John Coode.

Builder: The work was awarded in three contracts, primarily to T G Mattinson from Sale.

Physical Description: The Port of Sale consists of a series of wharfs and jetties surrounding a large Swinging Basin. The Swinging Basin was described as being 500 feet (152 metres) long, 300 feet (91 metres) wide and 17 feet (5.2 metres) deep in 1890. The Swinging Basin was excavated in a low-lying swampy area and the material excavated was used to raise the level of the surrounding land for commercial activities.

The Sale Navigation Canal connects the Swinging Basin to the Latrobe River approximately 5 km south of the Port. The canal was partly formed by increasing the cross section of the Thompson River and partly excavated between Flooding Creek (Sale) and the Thompson River through a section of



Old drawing of the Port of Sale (ringed in red) and the Sale Navigation Canal

Engineers Australia, Victorian Division wishes to thank the Wellington Shire Council and the Rotary Club of Sale Inc for their assistance in recognising the Sale Swing Bridge as an Engineering Heritage Marker.

7 Press Release:

Engineers Australia Victorian Division

Press Release

Engineering Heritage Unveiling – Port of Sale & Sale Swing Bridge

On Sunday 15 November two Engineering Heritage Markers will be unveiled at Sale in conjunction with the opening of the River Heritage & Wetlands Trail Stage 2.

The first will be the Port of Sale and the Sale Navigation Canal at 9.30 am at the Port of Sale near Canal Street just south of the Princess Highway in the centre of Sale.

The Port of Sale was constructed between 1886 and 1890 and included a 5 km long canal from the Swinging Basin in Sale to the confluence of the Latrobe and Thompson Rivers south of the town. The canal allowed steamers and sailing ships to reach Sale from Lake Wellington, one of the Gippsland Lakes.

At the time of its construction such work was largely carried out by large numbers of navvies with some assistance from horses. However some new technology was used in this project including, reputedly, a device

called Chesney's Automatic Earth Scoop, an early crude form of scraper, pulled by two horses. A steam traction engine was also used on the project.

The project was the largest civil engineering project ever undertaken in Victoria at the time and remains the longest navigation canal in Australia to this day.

After the construction of a railway and road connection to Melbourne the Port of Sale fell into disuse and was closed in 1938.

In recent times the Wellington Shire Council undertook a reconstruction of the Port of Sale which was completed in 2004.

Engineering Heritage Australia, a special interest group of Engineers Australia, has awarded the Port of Sale and the Sale Navigation Canal an Engineering Heritage Marker under its national Heritage Recognition Program.

The marker will be unveiled by Philip Davis MP, Member for Eastern Victoria and Peter Godfrey, National President of Engineers Australia.

The second ceremony will be at 11.30 am at the Sale Swing Bridge, off the South Gippsland highway, 5 km south of Sale.

This bridge was constructed between 1880 and 1883 to replace a fixed bridge nearby so that ships could pass up the Latrobe and Thompson Rivers to the Port of Sale.

The bridge was designed by famous Australian architect and engineer John Grainger who was also responsible for the design of the current Princes Bridge in Melbourne. John Grainger was the father of renowned musician Percy Grainger.

The bridge remained in service with a bridgekeeper to open and close it until 1938 when the bridgekeepers position was abolished. After that the bridge remained as a fixed bridge until a new high level bridge was built by VicRoads for the South Gippsland Highway some distance upstream.

After the new bridge was completed VicRoads restored the old bridge with great care and it is now back in full operation.

Engineering Heritage Australia, has awarded the Sale Swing Bridge an Engineering Heritage National Landmark award under its national Heritage Recognition Program.

The marker will be unveiled by Councillor Darren McCubbin, Mayor of Wellington Shire Council and Peter Godfrey, National President of Engineers Australia.

The Chair of Engineering Heritage Australia, Owen Peake, said “The recognition of these two important and closely associated engineering heritage sites is a significant milestone for heritage recognition in Victoria and for Sale in particular”.

Engineering Heritage Australia congratulates Wellington Shire Council and the Rotary Club of Sale their initiative in opening the River Heritage & Wetlands Trail Stage 2.

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8 Press Articles:

ARTICLE FOR ENGINEERING HERITAGE AUSTRALIA NEWSLETTER

Engineering Heritage Unveilings at Sale

On 15 November 2009 two Engineering Heritage markers were unveiled at Sale, 150km east of Melbourne, in conjunction with the opening of a River Heritage & Wetlands Trail. It was a big day for the town with Wellington Shire Council, the Sale Rotary Club and the Parks Victoria involved as well as Engineers Australia.

The Port of Sale was constructed between 1886 and 1890 and included a 5 km long navigation canal from the Swinging Basin in Sale to the confluence of the Latrobe and Thompson Rivers south of the town. The canal allowed ships to reach Sale from Lake Wellington, giving access to the Gippsland Lakes and Bass Strait.

The project was the largest civil engineering project ever undertaken in Victoria at the time and remains the longest navigation canal in Australia. After the construction of railway and road connections to Melbourne the Port of Sale fell into disuse and was closed in 1938.

In 2004 Wellington Shire Council completed the reconstruction of the Port of Sale, now catering largely for fishing and pleasure craft.

Engineering Heritage Australia awarded the Port of Sale and the Sale Navigation Canal an Engineering Heritage Marker which was unveiled by Philip Davis MP, Member for Eastern Victoria (Victorian Parliament) and Peter Godfrey, then National President of Engineers Australia.

A second ceremony was held at the Sale Swing Bridge, 5 km south of Sale, later in the day. This bridge was constructed between 1880 and 1883 to replace a fixed bridge nearby so that ships could pass up the Latrobe and Thompson Rivers to the Port of Sale. The bridge was designed by famous Australian architect and engineer John Grainger and built by local builder Peter Platt.

The bridge consists of a swinging section rotating around a vertical axis in the centre of the river. There are two fixed approach spans with their shore ends resting on brick abutments whilst the river supports are tubular cast iron piers. The three spans are wrought iron lattice girders of half-through configuration with a timber deck. The swing span was moved by two hand-operated cranking systems located over the central pier however a portable hydraulic motor drive has been provided for operation since 2004. The bridge was originally designed for two traffic lanes but is now used for pedestrian traffic only.

The bridge remained in service with a bridgekeeper to open and close it until 1938. After that it remained as a fixed bridge until a new high-level bridge was built by VicRoads for the South Gippsland Highway some distance upstream in 2002. After the new bridge was completed VicRoads restored the old bridge with great care and it is now back in full operation.

Engineering Heritage Australia awarded the Sale Swing Bridge an Engineering Heritage National Landmark which was unveiled by Councillor Darren McCubbin, Mayor of Wellington Shire Council and Peter Godfrey, then National President of Engineers Australia.

Engineering Heritage Australia congratulates VicRoads for the restoration of the Sale Swing Bridge and the Wellington Shire Council for the reconstruction of the Port of Sale. We also congratulate the Wellington Shire Council, Sale Rotary Club and all the others involved in the organisation of the day of events which was a great success.

OWEN PEAKE

PHOTOGRAPH CAPTION

Sale Swing Bridge

9 Letters of Thanks:

Letters of thanks were sent to the following:

- Mr Philip Davis, Member for Eastern Victoria
- Councillor Darren McCubbin, Mayor of Wellington Shire Council
- Mr Chris Hastie, Director of Assets and Operations, Wellington Shire Council
- Mr Mark Vitlin, Director of Public Relations/Marketing, Wellington Shire Council
- Mr Peter Godfrey, Engineers Australia, National President
- Ms Madeleine McManus, Victorian President, Engineers Australia
- Ms Glenda Graham, Executive Director, Engineers Australia, Victorian Division
- Ms Adele Fitzpatrick, Engineers Australia, Victorian Division
- Mr Rod Exton, President, Rotary Club of Sale
- Mr Peter Synan, Historian, Sale
- Mr Alan Lewis, Event Organiser, Sale

10 Photographs:



Port of Sale from near where the Marker is located looking west.



Engineering Heritage Marker at the Port of Sale



Engineers Australian National President Peter Godfrey and Mr Philip Davis MLC preparing to unveil the Marker.



Engineers Australian National President Peter Godfrey and Mr Philip Davis MLC celebrate the unveiling of the Marker.

OWEN PEAKE

**Member of Engineering Heritage Victoria Committee
With responsibility for the Sale Swing Bridge Marking**

23 March 2010

CHANGE CONTROL

VERSION 1 23 March 2010